

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

December 9, 2009  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

Councilwoman Peggy Neely, Phoenix, Chair	#Mayor James M. Cavanaugh, Goodyear
Mayor Thomas Schoaf, Litchfield Park,	* Mayor Yolanda Solarez, Guadalupe
Vice Chair	Supervisor Mary Rose Wilcox, Maricopa Co.
* Councilwoman Robin Barker, Apache Junction	Mayor Scott Smith, Mesa
Mayor Marie Lopez Rogers, Avondale	* Mayor Vernon Parker, Paradise Valley
Vice Mayor Elaine May for Mayor Jackie	* Mayor Bob Barrett, Peoria
Meck, Buckeye	#Mayor Arthur Sanders, Queen Creek
Mayor David Schwan, Carefree	* President Diane Enos, Salt River
Councilman Dick Esser, Cave Creek	Pima-Maricopa Indian Community
Mayor Boyd Dunn, Chandler	#Mayor Jim Lane, Scottsdale
Mayor Michele Kern, El Mirage	Mayor Lyn Truitt, Surprise
Treasurer Pamela Mott for President Clinton	#Mayor Hugh Hallman, Tempe
Pattea, Fort McDowell Yavapai Nation	* Mayor Adolfo Gamez, Tolleson
# Mayor Jay Schlum, Fountain Hills	#Mayor Kelly Blunt, Wickenburg
* Mayor Ron Henry, Gila Bend	#Mayor Michael LeVault, Youngtown
* Governor William Rhodes, Gila River Indian	Felipe Zubia, State Transportation Board
Community	* Victor Flores, State Transportation Board
Mayor John Lewis, Gilbert	#Roc Arnett, Citizens Transportation Oversight
* Mayor Elaine Scruggs, Glendale	Committee

\* Those members neither present nor represented by proxy.

# Attended by telephone conference call.

+ Attended by videoconference call.

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair Peggy Neely at 5:03 p.m.

2. Pledge of Allegiance

Supervisor Wilcox led the Pledge of Allegiance.

Chair Neely noted that Roc Arnett, Mayor Kelly Blunt, Mayor Jim Cavanaugh, Mayor Hugh Hallman, Mayor Jim Lane, Mayor Marie Lopez Rogers, Mayor Art Sanders, and Mayor Jay Schlum were participating by teleconference. Chair Neely introduced proxies for the meeting: Vice Mayor Elaine May for Mayor Jackie Meck and Treasurer Pamela Mott for President Clinton Pattea.

Chair Neely noted materials at each place: The addendum to the agenda (item #15); a letter from Mayor Sanders submitted in regard to the vacant At-Large seat on the Transportation Policy Committee; a copy of the material provided last month by a member of the public during the Call to the Audience; and an announcement of the Fiesta Bowl Parade by President Pattea.

Chair Neely requested that members of the public who would like to comment fill out a blue public comment card for the Call to the Audience agenda item or a yellow public comment card for Consent Agenda items, or items on the agenda for action. Parking garage validation and transit tickets for those who used transit to attend the meeting were available.

3. Call to the Audience

Chair Neely noted that public comment cards were available to members of the audience who wish to speak on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens are requested to not exceed a three minute time period for their comments. A total of 15 minutes is provided for the Call to the Audience agenda item, unless the Regional Council requests an exception to this limit. Those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. No comment cards were received.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He said that the MAG Certification Review was held November 3-5, 2009, and he noted that the federal officials took best practices from this region to show to other regions.

Mr. Smith stated that the Electric Vehicle and Charging Infrastructure Workshop will be held in the Saguaro Room on December 10, 2009. He noted that approximately 40 to 50 people have signed up to attend and he said that member agency personnel were welcome to the event to learn about plug-in electric vehicles.

Mr. Smith reported that the MAG fiscal year 2010 Budget received the Government Finance Officers Distinguished Budget Presentation Award, which is the highest form of recognition in governmental budgeting. Mr. Smith stated that this is the 11th consecutive year the MAG Fiscal Services Division has received the award, and he noted that it is not uncommon for municipalities to receive the award, but it is rare that the award is received by a Council of Governments. Mr. Smith recognized the efforts of Fiscal Services Division Manager Becky Kimbrough and her staff on the budget. Chair Neely thanked staff and they were applauded.

Mr. Smith announced that WiFi is now available at the MAG office, and with this technology, laptop and Blackberry users will be able to work online while at MAG. He recognized MAG Information Technology Manager Audrey Skidmore and her staff in setting up the WiFi system.

Mr. Smith introduced and played portions of the new Don't Trash Arizona and Clearview font videos produced by the MAG Communications Division: Manager Kelly Taft, Jason Stephens, Gordon Tyus

and Matthew Nielsen, and MAG's Associate, Gary Stafford. Mr. Smith stated that in 2002, MAG hosted the National Aging and Mobility Conference, where it was noted that one action that could make the most difference for seniors would be to change the traffic signs to comply with FHWA-sponsored research that showed the benefits of using Clearview font for road signs. He reported that the MAG Elderly Mobility Committee and the MAG Safety Committee, then recommended funds to MAG member agencies to replace signs. Mr. Smith added that MAG exchanged funds with the City of Phoenix, and the cities are now installing road signs with Clearview font.

Mr. Smith also showed a video about the Western High Speed Rail Alliance, an endeavor which MAG joined and that was launched that morning. He stated that the goal of the Alliance is to obtain a portion of the high speed rail funds coming out of Washington, D.C., for study money. Mr. Smith stated that the MAG region does not want to be the last to take advantage of an opportunity, as happened with the interstate system. He noted an article that said that California is interested in a California to Phoenix high speed rail line.

Chair Neely thanked Mr. Smith for his report. She commented that the videos were outstanding. Chair Neely said she was hearing a lot about high speed rail alternatives and she was glad to hear that California is interested in a high speed rail line to Arizona because she had heard California would like all of the money to go to finish their rail system. Chair Neely commented that she thought the video would make a difference.

#### 5. Approval of Consent Agenda

Chair Neely noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, #5J, #5K, #5L, and #5M were on the Consent Agenda.

Chair Neely recognized public comment from Richard Tracy, a resident of the City of Mesa, who stated that he was late for the meeting because of the freeway, which is no longer free. Mr. Tracy stated that \$40 million has been taken and 600 tickets have not been satisfied. He stated that speed traps have been set all around. Mr. Tracy stated that the State of California is a mess and is abandoning the freeway idea in favor of public transportation. He noted that he had brought some material which was submitted for the record. Mr. Tracy stated that this group has failures; when he sees a double bus with five riders at rush hour, this is not a proper utilization of public transportation. Mr. Tracy stated that transportation does not go where the people are. He suggested the Loop 202 extension should continue from US-60 parallel to Baseline Road to 51st Avenue, which is where the people are now and will be in the future. Mr. Tracy commented that due an accident recently, it took him two hours to travel 12 miles on I-10. He stated that the problem was compounded because no one stopped traffic from entering the freeway. Mr. Tracy noted that he sees a lot of jobs that should be in Maricopa County are on Indian reservations where they pay no taxes to support the system we are paying for. Chair Neely thanked Mr. Tracy for his comments.

Chair Neely asked members if they had questions or requests to hear an item individually. No requests were noted.

Mayor Dunn moved to approve the Consent Agenda. Mayor Schwan seconded, and the motion passed unanimously.

5A. Approval of the October 28, 2009, Meeting Minutes

The Regional Council, by consent, approved the October 28, 2009, meeting minutes.

5B. MAG Fiscal Year 2010 Traffic Signal Optimization Program Project Recommendations

The Regional Council, by consent, approved the list of FY 2010 Traffic Signal Optimization Program (TSOP) projects. The Fiscal Year (FY) 2010 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council in May 2009, includes \$321,000 for the FY 2010 Traffic Signal Optimization Program (TSOP) to improve traffic signal timing. A formal request for TSOP projects was announced by MAG on July 17, 2009, and 12 project applications were received. A regional workshop to provide training on signal timing software has also been included in the list of projects in response to requests received from MAG member agencies. Since its inception in 2004, the MAG Traffic Signal Optimization Program (TSOP) has successfully completed thirty-eight projects that improved traffic signal timing at more than 400 intersections across the region. Projects launched through this program provide technical assistance to member agencies for improving traffic signal coordination, optimization and review of operations through simulation modeling. Technical assistance is provided by consultants under contract with MAG for on-call consulting services. Traffic signal optimization is one of the most cost-effective ways to improve traffic movement and make our streets safer and efficient. Signal optimization is performed for any or all of the following reasons: To adjust signal timing to account for changes in traffic patterns due to new developments and traffic growth; to reduce motorist frustration and unsafe driving by reducing stops and delay; to improve traffic flow through a group of signals, thereby reducing emissions and fuel consumption; and to postpone the need for costly long-term road capacity improvement by improving the traffic flow using existing resources. Signal optimization projects have been found to produce benefit to cost ratios as high as forty to one. This program, enthusiastically championed by the Intelligent Transportation Systems Committee, provides traffic engineering assistance for refining signal operations across the MAG region. A typical TSOP project costs around \$25,000. These projects do not require a local match. The MAG ITS Committee, the MAG Transportation Review Committee, and the MAG Management Committee recommended approval of the list of TSOP projects.

5C. Revisions to the Arterial Life Cycle Program Policies and Procedures

The Regional Council, by consent, approved the proposed changes to Section 350 of the Arterial Life Cycle Program (ALCP) Policies and Procedures. In 2004, MAG initiated the development of the ALCP to provide management and oversight for the implementation of the arterial component of the Regional Transportation Plan (RTP). In 2005, the Regional Council approved the ALCP Policies and Procedures ("Policies") to direct the implementation of the arterial street projects in an efficient and cost-effective manner. On April 22, 2009, the Regional Council approved revisions and refinements to the Policies. Since the approval, MAG member agencies have expressed concerns about the policies regarding ALCP project savings and programming the ALCP when a deficit of revenue occurs. On September 3, 2009, the ALCP Working Group met to discuss these concerns and other issues regarding the definition of a

completed project for the Regional Area Road Fund (RARF) Closeout and data issues encountered during the annual update process. The Transportation Review Committee, the Management Committee and the Transportation Policy Committee recommended approval of the proposed changes.

5D. Revision of Highway Projects to Be Funded with American Recovery and Reinvestment Act Funds

The Regional Council, by consent, approved adding the SR-143 project to the American Recovery and Reinvestment Act Highway project list to be funded based on the ability to obligate. On September 30, 2009, the MAG Regional Council approved reprioritizing the American Recovery and Reinvestment Act (ARRA) Highway project list based on the ability to obligate. Since that time, highway projects have continued to move forward with advertising, bids, and contract awards. There have been substantial differences in the amount of ARRA Highway funds programmed and the bid/contract award amount. The current project cost savings total about \$2.36 million. It is recommended to add the SR-143 traffic interchange project at \$35.1 million to the approved ARRA Highway project list to be funded based on the ability to obligate. It was not included earlier due to readiness concerns which have since been resolved. Fourteen projects, either programmed with ARRA or on the project change sheet (separate agenda item: Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program) to be funded with ARRA, total \$127 million. It is anticipated that cost savings will continue, and the region will need to add more highway projects to the list to use project savings of ARRA Highway funds. The Management Committee and the Transportation Policy Committee recommended approval of adding the SR-143 project to the ARRA Highway project list.

5E. Additional Transit Projects to Be Funded with American Recovery and Reinvestment Act Funds

The Regional Council, by consent, approved the RPTA recommendation to add operating and ADA assistance projects to the MAG 2008-2012 Transportation Improvement Program. The American Recovery and Reinvestment Act (ARRA) directed \$66.4 million to transit projects in the MAG region. The ARRA legislation allows up to 10 percent of the funds to be directed toward operations. MAG initially programmed the ARRA transit funds to regional projects in March 2009 with subsequent changes and modifications. Recently, the bids for transit projects have been coming in under the programmed costs, which result in available ARRA transit funds that need to be programmed. The Regional Public Transportation Authority (RPTA) Board met on November 19, 2009 and recommended approving priority guidelines, the methodology by which operating and preventive maintenance funds are allocated to Bus, Rail and ADA, and to amend the MAG 2008-2012 TIP to include operating and ADA assistance. This recommendation results in 11 projects to be added to the MAG 2008-2012 TIP, which was reflected on a separate agenda item, Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program. On December 2, 2009, the Transportation Policy Committee recommended approval of the RPTA recommendation.

5F. Project Changes – Amendments and Administrative Modifications to the FY 2008-2012 MAG Transportation Improvement Program

The Regional Council, by consent, approved amendments and administrative modifications to the FY 2008-2012 Transportation Improvement Program, and as appropriate, to the Regional Transportation

Plan 2007 Update. The FY 2008-2012 Transportation Improvement Program and Regional Transportation Plan 2007 Update were approved by the MAG Regional Council on July 25, 2007. Since that time, there have been requests from member agencies to modify projects in the programs. Requested project changes include funding changes and new projects to be funded with ARRA funds, and a number of project changes that relate to the approval of conformity. The Transportation Review Committee and the Management Committee recommended approval of projects on pages 1-2 of the attachment. The projects on pages 3-4 of the attachment titled New Requests, were provided for the first time at the Transportation Policy Committee (TPC) meeting on December 2, 2009. The TPC recommended approval of the changes noted on pages one, two, three and four of the attachment.

5G. American Recovery and Reinvestment Act (ARRA) Monthly Status Report

A Status Report on the American Recovery and Reinvestment Act (ARRA) funds dedicated to transportation projects in the MAG region was provided. This report covers the status of project development as of November 24, 2009. It reports on highway, local, transit, and enhancement projects programmed with ARRA funds and the status of project development milestones per project. This item was on the agenda for information.

5H. Federal Funded Projects Not Obligating in Federal Fiscal Year 2009

The Regional Council, by consent, approved deferral of the Federal Fiscal Year (FFY) 2009 projects listed in the attached table to FFY 2010. The FFY 2009 MAG Closeout process ran from March to July 2009 and ended on September 30, 2009. Two projects scheduled to obligate, either as planned in the normal Transportation Improvement Program (TIP) process or that were selected to receive federal funds through the MAG Closeout process, did not obligate before the end of FFY 2009. These projects are in addition to those that were approved by the MAG Regional Council for deferral in June and July 2009. Currently, the Draft MAG Federal Fund Programming Guidelines do not include policies addressing this issue. The Transportation Review Committee and the Management Committee recommended approval of this item.

5I. New Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, As Amended

The Regional Council, by consent, approved the new Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program and Regional Transportation Plan 2007 Update, as amended. On July 25, 2007, the MAG Regional Council approved a Finding of Conformity for the FY 2008-2012 MAG Transportation Improvement Program (TIP) and MAG Regional Transportation Plan 2007 Update. Since that time, an amendment has been proposed that involves the addition of several projects, including Arizona Department of Transportation projects on Loop 101. MAG has conducted a regional emissions analysis for the proposed amendment and the results of the regional emissions analysis, when considered together with the TIP and RTP as a whole, indicate that the transportation projects will not contribute to violations of federal air quality standards. On October 6, 2009, a 30-day public review period began on the conformity assessment and amendment. The Management Committee recommended approval of this item.

5J. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2008-2012 MAG Transportation Improvement Program (TIP). The proposed amendment involves several projects, including projects for the Arizona Department of Transportation, Fountain Hills, Mesa, Peoria, and Scottsdale. The amendment includes projects that are exempt from a conformity determination and the administrative modification includes minor project revisions that do not require a conformity determination. Comments on the conformity assessment were requested by December 4, 2009. This item was on the agenda for consultation.

5K. 2009 Inventory of Unpaved Roads

On May 23, 2007, the MAG Regional Council approved thirteen additional measures for the Suggested List of Measures to Reduce PM-10 Particulate Matter. One of these measures requires MAG to conduct an annual inventory of unpaved roads and estimated traffic counts by jurisdiction to measure progress in eliminating unpaved roads. In response to this measure, MAG has prepared a 2009 inventory of unpaved roads in the PM-10 nonattainment area. Tables and maps summarizing the inventory were sent to members of the MAG Management Committee in early November 2009. Collectively, there are 1,884 miles of unpaved roads in the PM-10 nonattainment area. Public unpaved roads comprise one-third (613 miles) of the total; the remaining two-thirds (1,271 miles) are private unpaved roads. To develop the unpaved road inventory, MAG prepared detailed maps using Geographic Information Systems (GIS), aerial photography, unpaved road data supplied by member agencies, and traffic counts provided by MAG, the Maricopa County Department of Transportation, and other member agencies. Preliminary maps of existing unpaved roads were sent to each jurisdiction for review and comment. For some jurisdictions, the review process involved multiple iterations. Based on the comments received, MAG updated the unpaved road maps and estimated the miles of unpaved roads. A table summarizing the unpaved road mileage by jurisdiction was sent to all members of the MAG Management Committee on September 22, 2009. Members were also sent maps of the unpaved roads in their jurisdiction, where appropriate. In October 2009, MAG received updated information on unpaved roads from the City of Phoenix, City of Scottsdale, and Town of Youngtown. Based on this information, MAG updated the 2009 inventory and mailed the revised summary tables and regional maps of public and private unpaved roads to members of the MAG Management Committee in early November 2009. The unpaved road inventory will be updated annually based on paving projects in the Congestion Mitigation and Air Quality Improvement (CMAQ) annual report, as well as other information provided by MAG member agencies. Member agencies are encouraged to use CMAQ and local funds to pave the public unpaved roads with the highest traffic volumes in their jurisdiction. It is important to note that the air quality benefits of paving existing dirt roads are being offset by the creation of new dirt roads in the PM-10 nonattainment area. To demonstrate progress in eliminating unpaved roads, it is important for the state to enact legislation that prohibits new dirt roads, including those associated with lot splits. This item was on the agenda for information and discussion.

5L. Proposed 2010 Revisions to MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed 2010 revisions to the MAG Standard Specifications and Details for Public Works Construction. These

revisions have been recommended for approval by the committee and been reviewed by MAG Member Agency Public Works Directors and/or Engineers, and the MAG Management Committee. If no objections to any of the proposed revisions have been suggested within the month review time frame, then the proposed revisions will be regarded as approved and formal changes to the printed and electronic copies will be released. It is anticipated that the annual update packet will be available for purchase in early January 2010. This item was on the agenda for information and discussion.

5M. Approval of the July 1, 2009 Maricopa County and Municipality Resident Population Updates

The Regional Council, by consent, approved the July 1, 2009 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total. MAG staff has prepared draft July 1, 2009 Maricopa County and Municipality Resident Population Updates. The Updates, which are used to allocate \$23 million in lottery funds to local jurisdictions, prepare budgets and set expenditure limitations, were prepared using the 2005 Census Survey as the base and housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Commerce, the MAG Population Technical Advisory Committee recommended approval of these Updates provided that the County control total is within one percent of the final control total. The Management Committee concurred with the Population Technical Advisory Committee.

6. Reallocation of Unused Local/MPO American Recovery and Reinvestment Act (ARRA) Funds Policy Options

Eileen Yazzie, MAG Transportation Program Manager, provided a report on policy recommendations for unobligated Local/MPO American Recovery and Reinvestment Act (ARRA) funds that are anticipated due to project cost savings. She noted that the Highway and Transit ARRA agenda items had been approved by the Regional Council during action on the Consent Agenda. Ms. Yazzie noted the Regional Council approved changing the November 30, 2009, obligation deadline to a milestone date. Ms. Yazzie stated that agenda item #5G was the November Status Report for ARRA projects. She pointed out that all Local/MPO projects are projected to obligate prior to February 2010, before the federal deadline of March 2, 2010.

Ms. Yazzie stated that in the March to April 2010 timeframe, the majority of Local/MPO ARRA project bids and contracts will be awarded and the project savings will need to be programmed. She noted an example of this is a highway project had an engineer's estimate of approximately \$44 million and the bid recently came in at about \$22 million, a savings of approximately 50 percent. Ms. Yazzie advised that the objective is to obligate all of the ARRA project savings by the cost savings deadline of September 2010.

Ms. Yazzie noted that MAG staff has been working with the member agencies, FHWA, and ADOT on determining the main focus for programming. She said that with regard to reporting on ARRA funds, less is better, and it is easier to report on one large project than many smaller projects. Ms. Yazzie stated that project readiness to ensure all funds are obligated remains an important factor for programming the funds, as well as continuing the initial policy to program projects at the local level based on population.



Ms. Yazzie displayed the recommended action onscreen and reviewed what the action would accomplish: A local jurisdiction has first priority for reprogramming savings from its projects; a project may switch from ARRA funding to STP funding with ADOT; and a local agency could use ARRA to reduce its 30 percent local cost share.

Ms. Yazzie stated that the recommended action simplifies ARRA savings, allows the savings to be moved to a larger project, and releases much of the reporting requirements. She said that the SR-143 project, which is funded at \$35 million and has about \$2 million of ARRA funding, is a good example of a large project to which project savings could be applied.

Ms. Yazzie advised that a slight disadvantage to STP funds is the requirement of a local match of 5.7 percent, and gave as an example that a \$500,000 project would need a local match of \$28,500. Ms. Yazzie noted that local projects utilizing the ARRA funds would still need to go through the technical process.

Ms. Yazzie advised that there are three technical programming areas that need to be resolved: 1) Establishing a threshold related to programming ARRA/STP project savings on local projects; 2) Establishing a regional project prioritized list for cost savings that do not meet the threshold; 3) Having projects that are ready to go. Ms. Yazzie indicated that work will begin on these areas at the December Transportation Review Committee meeting.

Chair Neely thanked Ms. Yazzie for her presentation and asked members if they had questions.

Mayor Hallman said that it was his understanding that there were separate baskets for ARRA funds for transit and roads, and that ten percent of Transit ARRA funds could be used for transit operations. He stated that it is now his understanding that those baskets between roads and transit do not exist and that excess funds, road funds for example, are not required to go specifically to roads. Mayor Hallman indicated that he now hears that the road funds could be moved to transit for capital projects. He asked for clarification.

Ms. Yazzie replied that there are separate baskets of ARRA funds; the Transit funds are administered through the Federal Transit Administration and the State Highway and Local/MPO ARRA funds are administered by the Federal Highway Administration. She said that when it comes to eligible projects on the Highway side, the funds are administered under Surface Transportation Program (STP) guidance, which allows for the most flexible expenditure of funds and allows spending on capital projects. Ms. Yazzie noted that transfers between Federal Highway Administration and Federal Transit Administration for transit capital projects are allowed, but there is a separation of those funds initially. She added that eligible projects can make the transfer and transit capital projects are eligible under the Highway side of the ARRA funds.

Mayor Hallman asked if they could have been presented with the opportunity to select capital projects that were short of funds, whether road or transit. Ms. Yazzie replied that ARRA Transit capital projects are seeing huge cost savings, similar to the cost savings being experienced with highway projects. She advised that the allocation of ARRA Transit funds is \$66.4 million and this represents 15 projects initially valued at about \$53 million. Ms. Yazzie stated that only one of the 15 projects has gone to bid

and had the contract awarded, and 14 projects representing about \$41 million are out to bid. She advised that staff expects there will be project savings that will need to be programmed.

Mayor Hallman expressed concern that not all the options for the use of the ARRA excess funds had been presented.

Mr. Smith noted that the ability to flex funds has always been a part of the STP category. He noted that it was the choice of the member agency receiving the STP funds if they wanted to flex them. Mr. Smith stated that MAG could loan the ARRA funds to ADOT with the purpose of gaining more time, and ADOT will return the funds as STP funds, at which time there will be an opportunity to flex the funds.

Mayor Hallman asked if STP funds were restricted to the basket for roads. Mr. Smith replied no, they were not restricted. Mayor Hallman commented that the priorities could be looked at when the money comes back from ADOT. Mr. Smith replied that was correct.

Ms. Yazzie noted that under ARRA guidelines for highway funds, since they are STP funds, there were a few agencies on the local side that chose to flex those funds to transit, Goodyear for example. She noted that ARRA savings exchanged for STP funds could be flexed to transit projects. Ms. Yazzie added that 5307 funds are federal funds distributed for transit. She said that staff has been in discussion with the City of Phoenix (the designated recipient for transit funds) and RPTA regarding the 2008, 2009, and 2010 projections that up to \$20 million in 5307 funds are unprogrammed. She advised that the Transit Life Cycle Program is being worked on at RPTA and she added that in January, the MAG Transit Committee will be working on programming up to \$20 million for transit capital projects.

Chair Neely asked Mayor Hallman if his questions had been answered and he indicated that they were.

With no further discussion, Supervisor Wilcox moved approval that any unobligated American Recovery and Reinvestment Act (ARRA) Local funds due to either projects not obligating or project cost savings, are to be programmed at the local discretion first, and may remain ARRA funds or may be exchanged with the Arizona Department of Transportation (ADOT) for ADOT Surface Transportation Program (STP) funds. ADOT would then use the ARRA funds on highway projects in the MAG region and ADOT will transfer an equivalent amount of ADOT STP funds that can be used by MAG members on local federally funded projects. If applicable, the local agency may use project cost savings from their own original ARRA allocation to lower the 30 percent local cost share on projects programmed under the 70/30 cost share policy. Mayor Truitt seconded, and the motion passed unanimously.

7. Administrative Modifications to the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP)

Eric Anderson, MAG Transportation Director, addressed the Council on the request by MAG staff to streamline the process for making administrative modifications to the Transportation Improvement Program (TIP). He stated that there are two types of changes made to the TIP – one of which is administrative modifications. He noted examples of administrative modifications per Federal Highway Administration guidance were outlined in the agenda material. Mr. Anderson advised that

administrative modifications do not typically affect the nature of a project, but are more housekeeping in nature.

Mr. Anderson stated that the second type of change made to the TIP is an amendment, which deals with such things as changes to the scope of a project wherein the nature of a project changes. He noted that the practice at MAG is to bring forward all administrative modifications and amendments through the committee process, and they usually appear as Consent Agenda items. Mr. Anderson stated that the processing of ARRA transportation projects finds MAG in the position to change the type of funding being used in order to use its cash more efficiently, and with the tight ARRA deadlines, staff is requesting that the Regional Council allow staff to process the administrative modifications administratively. He noted that amendments would continue the usual practice to be processed through the MAG committees for approval.

Mr. Anderson stated that on November 23, 2009, the MAG Executive Committee discussed this item and recommended that the following four project changes are administrative modifications and would not need to be taken through the committee process: 1) Revisions to project description (clarifying how project is described in the TIP not amending the scope); 2) Changes in the sources of funding for a project; 3) Combining/Splitting projects; and 4) Cost decreases. Mr. Anderson remarked that staff thinks changing the administrative modification process would streamline the processing of changes.

Chair Neely thanked Mr. Anderson for his report and asked members if they had questions. None were noted. She noted that no public comment cards had been turned in.

Mayor Dunn moved approval to allow the MAG Executive Director to approve and transmit to the Arizona Department of Transportation (ADOT), the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA), as appropriate, administrative modifications to the MAG Transportation Improvement Program that include the following four types of changes: 1) revisions to project descriptions that do not involve changes to the scope of the project; 2) changes in the sources of funding for a project; 3) combining or splitting projects with no overall change in the project scope; and, 4) cost decreases. Councilman Esser seconded, and the motion passed unanimously.

8. Solicitation of Names to Submit to the Speaker of the House to Fill a Vacancy on the Transportation Policy Committee

Mr. Smith stated that Mr. Eneas Kane, a charter member of the Transportation Policy Committee (TPC), has informed MAG that due to his greater responsibilities at work he would be resigning from the TPC effective December 31, 2009. He noted that Mr. Kane was an appointee of the Speaker of the House and his term on the TPC expires December 31, 2012. Mr. Smith explained that according to state law, MAG can provide input on the names to the Speaker of the House for consideration in making the appointment. He noted that four names were submitted to the TPC for input. There was consensus among the TPC to forward all four names to the Regional Council.

Chair Neely asked members if they had any questions or comments regarding forwarding the four names to the Speaker of the House. None were noted.

9. Appointment of a Member to Fill the Unexpired Portion of an At-Large Seat on the Transportation Policy Committee

Mr. Smith stated that Councilman Gail Barney from the Town of Queen Creek announced his resignation from the Queen Creek Town Council to run for mayor, which created a vacancy on an At-Large seat on the Transportation Policy Committee (TPC). He stated that two names were submitted Queen Creek Councilman Jeff Brown and Councilman Dick Esser. Mr. Smith advised that since the packet was mailed, Mayor Sanders, who had nominated Councilman Brown, had submitted a letter withdrawing the name of the Queen Creek candidate and expressing support for the appointment of Councilman Dick Esser to the TPC. Mr. Smith stated that the Regional Council is requested to appoint a city/town elected official to fill the unexpired portion of the term to June 2010.

Mayor Schwan moved to appoint Councilmember Dick Esser of Cave Creek to fill the unexpired portion of the At-Large, two-year term (June 2010) on the Transportation Policy Committee. Vice Chair Schoaf seconded, and the motion passed unanimously.

Chair Neely extended her congratulations to Councilmember Esser and expressed that she was glad that he would be on the TPC.

Mayor Rogers, Chair of the TPC, expressed that she looked forward to working with Councilman Esser.

10. MAG Commuter Rail Studies Update

Marc Pearsall, MAG Transit Planner, provided an update on the three commuter rail studies being conducted in the MAG region to plan for and implement commuter rail service in the MAG region. Mr. Pearsall explained that at the request of the Regional Council in 2008, MAG staff began commuter rail planning studies: the Grand Avenue Corridor Study (commuter rail from downtown Phoenix to Wickenburg), the Yuma West Development Plan (focusing on the Southwest Valley), and a Systems Plan (the MAG region and northern Pinal County). Mr. Pearsall indicated that the study recommendations are anticipated to be presented to MAG committees in February or March 2010.

Mr. Pearsall stated that the Commuter Rail Systems Study was added to MAG work program in January 2009 and its goal is to evaluate the possibility of commuter rail on existing freight corridors in the 2050 timeframe. He noted that ridership potential, operating strategies, capital and operating costs, and the willingness of the rail operators will be evaluated to prioritize the implementation of commuter rail service. He displayed a flow chart of all of the regional planning efforts and noted the cooperation by Burlington Northern Santa Fe (BNSF) and Union Pacific railroads to provide documentation, maps and data. Mr. Pearsall pointed that land use and demographic trends and multimodal connectivity are a part of the study process, and that the studies also coordinate with BQAZ and ADOT. He stated that the studies will provide recommendations that could be implemented if the Regional Council approves funding for commuter rail.

Mr. Pearsall displayed a map of existing rail corridors, which he called the backbone of the System Study, and includes the Grand Avenue, the Yuma west, the Tempe, the Chandler, and the Phoenix Subdivision branches.

Mr. Pearsall displayed a graph of the preliminary ridership forecasts and noted that the national average for boardings per revenue mile is 1.5, which is an indicator of cost effectiveness. He provided examples of the boarding rates for local and peer cities. Mr. Pearsall noted that Seattle and Dallas ranked high, due somewhat to their short corridor lengths, while Los Angeles, with 50,000 riders per day, ranked lower due in part to its 500-mile long system.

Mr. Pearsall stated that the next steps in ridership forecasting extend to the 2050 timeframe, and he pointed out existing and abandoned rail lines, which could be utilized as future freeway and freight and passenger rail corridors. He explained how they interlined corridors into two, three and four groups to model their ridership. Mr. Pearsall noted that the Yuma/Southeast/Grand/Tempe model is the core of the Union Pacific line and the Union Pacific company has made it clear that they do not view this as a passenger rail possibility due to the high level of freight, switches, and confines of right of way. He advised that their comments are embedded in the plan, however, this is a long-term plan and corporate philosophies can change over time. Mr. Pearsall stated that only at a time when the Regional Council viewed this as a potential commuter rail corridor and funding was available would negotiations take place with the railroad companies to include passenger rail on their corridors.

Mr. Pearsall advised that an X-shaped system of Buckeye to Queen Creek, Surprise/Wittman to Tempe/Chandler gives a projected ridership of 18,000 riders per day. Mr. Pearsall displayed a chart that showed projections of the interlines, with virtually all exceeding the national average of 1.5 boardings per day.

Mr. Pearsall stated that the purpose of the corridor development plans is to determine the feasibility of implementing commuter rail service, and he displayed maps of the Grand Avenue Corridor and the Yuma West Corridor.

Mr. Pearsall provided an overview of the commuter rail studies schedule. He stated that the majority of the three studies would be completed by the end of 2009 and the final stakeholders meeting would be conducted in early 2010. Mr. Pearsall reported that MAG staff would continue coordination with ADOT and the railroads on a high speed rail study between Phoenix and Tucson. He stated that staff would like to present the three studies for review and acceptance through the MAG committee process in February or March 2010.

Chair Neely asked about the extent of railroad right of way. Mr. Pearsall responded by saying that the right of way varies; in some cases it is 50 feet to 100 feet, but in the constricted area from downtown Phoenix through Tempe to Mesa, the right of way could drop to 25 feet to 50 feet. He explained that the consultant has been working with the railroads to see if the possibility exists for two parallel tracks or a mainline track with sidings. Mr. Pearsall noted that both the BNSF and Union Pacific railroads have advised that their priority is to provide service to their freight customers, and they have made it clear that their customers will not be harmed, and if anything, their tracks, signals, etc., will be upgraded to benefit freight. He noted that there is enough right of way for passenger rail to work on the technical level, and beyond that it becomes a philosophical level.

Chair Neely asked about the right of way farther west. Mr. Pearsall replied that they inspected the entire corridor at-grade and rode a train most of the corridor, and found that there is at least 50 feet of right of

way along the entire corridor. He said that they worked out a scenario that there is room to build two parallel main tracks and room to build a third parallel track call a switching lead, where freight could conduct its business without interfering with passenger rail. Mr. Pearsall noted that the most congested area is downtown Phoenix to Tolleson.

Mayor Rogers expressed her appreciation for staff's efforts on the studies and their willingness to work with the Southwest Valley communities. She said that the City of Avondale is a strong advocate of the Union Pacific line. Mayor Rogers she believed this will be critical to them in the future. She advised that she needed to leave the Regional Council meeting for another meeting.

Mayor Lewis commented that a couple of citizens asked him questions about the 33 rail stations mentioned in last week's newspaper article. He asked if the locations had been identified. Mr. Pearsall replied that the 33 locations are potential station areas identified strictly for modeling purposes. He added that an alternatives analysis would be conducted to determine station locations in the event that the Regional Council decided to implement commuter rail, and added that those communities served by commuter rail would be at the forefront to determine the locations.

Mayor Lewis asked the vision for the connection to Tucson. Mr. Pearsall stated that MAG has been partnering with the ADOT Multimodal Division, who has studied high speed rail in the past and may do so again. He stated that if ADOT were to identify a preferred route through an alternatives analysis, it might be a candidate for MAG.

Mayor Lewis commented that funding would be a roadblock to implementation. He expressed that he was glad that MAG was working with the railroads, and he asked their viewpoint toward making commuter rail happen. Mr. Pearsall replied that the railroads have been frank: The Union Pacific told them that the Queen Creek to Phoenix to Buckeye corridor is a great concern to them and they prefer it not be a passenger line. Mr. Pearsall surmised that if money became available for infrastructure improvements the Union Pacific might view passenger rail differently, especially if it benefits their customers. Mr. Pearsall stated that the BNSF Vice President of Operations met with MAG staff and presented the company's position on commuter rail: They are open to commuter rail as long as there is investment. Mr. Pearsall stated that BNSF's philosophy differs from the Union Pacific's: They choose to operate passenger rail with their own conductors who wear the community's transit logo on their uniforms. He indicated that he thought that passenger rail in each area would be handled by the railroad as a special case.

Supervisor Wilcox asked about connections for high speed rail with Tucson. Mr. Smith replied that joining the High Speed Rail Alliance was discussed with the ADOT Director and he expressed a lot of interest. Supervisor Wilcox asked if Los Angeles would be included. Mr. Smith replied yes. Supervisor Wilcox recalled taking a train from downtown Phoenix to Los Angeles to visit her grandmother and expressed her hope that passenger rail becomes a reality again.

Mayor Smith stated that he has heard discussion whether railroads should be funneling large amounts of freight traffic through major metro areas and asked if there had been discussion of bypassing rail traffic and having staging areas outside the major metro areas. Mr. Pearsall replied yes and added that the long term extensions on the 2050 map are identified as potential passenger rail lines that are acting

as bypasses to get from mainlines to classification yards. He explained that the goal is to minimize their footprint in downtown Phoenix by building classification yards in outer areas. Mr. Pearsall stated that there are a lot of options for alternative rail routes, but it all comes down to money.

Mayor Dunn commented that in the past, canals were off limits for uses other than their designed purposes, but now alternative uses for canals are being utilized. He said that hopefully rail companies will understand that if they go through metro areas they might have to expand the uses for those alignments. Mayor Dunn asked how discussions were proceeding with the Native American Indian Communities.

Mr. Pearsall replied that discussions were proceeding well and MAG staff had been invited to update the Gila River Indian Community transportation staff. He added that the Gila River Indian Community would benefit from enhanced freight capabilities and passenger rail.

Mayor Dunn stated that we do not want to emphasize going through their community for the benefit of those outside their community. He commented that tying rail into their economic development and giving them a reason to provide additional access will be key.

Mayor Hallman commented that he felt this was an opportunity to improve the region's transportation modes. He expressed concern that modeling for commuter rail opportunities was not being considered fairly, and said that modeling is being done for Tempe south to Chandler that includes a 24-lane freeway, even though funding to build it is not available. Mayor Hallman stated that he thought alternative modes should be examined.

Mr. Pearsall thanked Mayor Hallman for his input and said that thanks to Tempe's recommendations, they have begun to model a scenario to see how a 24-lane freeway measures with commuter rail. He added that this is one option that will be presented in the final report.

Chair Neely thanked Mr. Pearsall for his presentation and said that she looked forward to the final report.

15. Lawsuit Filed by the Arizona Center for Law in the Public Interest for PM-10

This agenda item was taken out of order.

Lindy Bauer, MAG Environmental Programs Director, provided a presentation on the lawsuit filed by the Arizona Center for Law in the Public Interest for PM-10. Ms. Bauer stated MAG submitted the Five Percent Plan for PM-10 to the Environmental Protection Agency (EPA) two years ago. She noted that PM-10 is the most difficult air quality issue in the MAG region. Ms. Bauer indicated that the Five Percent Plan for PM-10 was required by the Clean Air Act, because this region is a Serious PM-10 nonattainment area and the region failed to attain the standard by the deadline of December 31, 2006. Ms. Bauer mentioned that MAG submitted the Plan to EPA by December 31, 2007. She stated that the Plan met the requirements showing a five percent reduction in PM-10 emissions by using 53 new committed measures in the Plan, including measures for sand and gravel, vacant lots, and the ban of leaf blowers. Ms. Bauer added that five percent emission reductions were for 2008, 2009 and 2010, and said

that the modeling demonstrates attainment by 2010. Ms. Bauer advised that in order for the region to be deemed in attainment by EPA, the region needs three years of clean data at all PM-10 monitors in 2008, 2009 and 2010.

Ms. Bauer stated that EPA has not acted to approve or disapprove the MAG Five Percent Plan for PM-10, and, according to the Clean Air Act, EPA was to take action by June 30, 2009. Ms. Bauer indicated that on August 4, 2009, the Arizona Center for Law in the Public Interest submitted a letter with a notice of intent to sue EPA for not acting on the Plan. She commented that the Arizona Center for Law in the Public Interest filed a lawsuit on December 2, 2009 asking the court to order EPA to propose approval or disapproval of the Plan within one month and finalize the action within three months.

Ms. Bauer stated that if the EPA proposes disapproval of the Plan, in whole or part, sanctions would be imposed if the problem is not corrected within 18 months from the proposed finding of disapproval. She noted that then the first sanction would fall – tighter controls on major industries (2:1 offsets in emissions). Ms. Bauer stated that within 24 months from proposed finding of disapproval would be the loss of federal highway funds (\$1.1 billion would be at risk in MAG Transportation Improvement Program), and a federal implementation plan would be imposed. Ms. Bauer stated that the imposition of highway sanctions may trigger a conformity lapse and major projects in the Transportation Improvement Program could not proceed, regardless of funding source.

Ms. Bauer then addressed current issues with the Five Percent Plan. She said that the Plan is based on a 2005 PM-10 emissions inventory, and with the downturn in the economy since then, the mix of sources in the emissions inventory has changed. Ms. Bauer advised that another issue is the exceedances of the PM-10 standard in 2008 and 2009. She explained that the ADEQ has documented 11 of 12 exceedance days in 2008 as exceptional/natural events, which means they were not caused by violations or human activities but by high wind. Ms. Bauer stated that MAG staff has reviewed the documentation and agrees with the ADEQ documentation for 2008. She stated that some or all of the seven exceedance days in 2009 may be exceptional/natural events, but ADEQ is still evaluating the events and has not yet submitted documentation to EPA.

Ms. Bauer displayed onscreen a bar chart that illustrated the days that the 24-hour PM-10 standard was exceeded in Maricopa County. She noted that MAG monitors exceedances closely and pointed out that the exceptional events in this region are primarily caused by high winds.

Ms. Bauer advised that if EPA does not agree with the ADEQ exceptional/natural events documentation, MAG would not have a clean year at the monitors and may need to add more measures to reduce emissions by five percent per year until attainment, as measured at the monitors; will need to revise the air quality modeling in the Five Percent Plan; and will need three years of clean data at all PM-10 monitors for attainment.

Ms. Bauer stated that MAG, Maricopa County and ADEQ are updating the PM-10 emissions inventory for 2008. She added that MAG has prepared its piece on mobile source emissions and provided it to the County. Ms. Bauer stated that MAG is providing assistance to EPA in reviewing the Five Percent Plan and the ADEQ documentation of the exceptional events. She said that MAG also is collecting additional



field data during windy and stagnant days in order to help EPA understand the nature of the exceptional events.

Ms. Bauer stated that MAG staff thinks that the MAG region stands a chance if the EPA agrees with the ADEQ exceptional/natural events. She advised that if at all possible, MAG plans to address the issues before the EPA proposes action on the Plan, and she added that the EPA timeline is unknown. Ms. Bauer stated that it is imperative that violations at the monitors be prevented. She expressed that it is absolutely critical for this region to be in attainment. Ms. Bauer stated that she would keep the Regional Council updated as the situation unfolds. Chair Neely thanked Ms. Bauer for her update.

Mr. Smith stated that MAG staff, member agency staff and the County did an outstanding job in completing the Plan and submitting it on time, but it has now become stale due to inaction by the EPA. He said that enforcement is the key to this. Mr. Smith questioned how the Las Vegas region, which also has a dust problem, is able to be in attainment and the MAG region is not. Mr. Smith noted that there are challenges with enforcement officers, but if there is not enforcement, the monitors will go off and it will not matter how good a plan MAG has. He commented that there are serious consequences if we do not get a handle on this situation.

Chair Neely commented that the consequences are sobering. She expressed that attainment will not happen without all of the partners at the table.

#### 11. The Arizona We Want

Dr. Lattie Coor, from the Center for the Future of Arizona, addressed the Regional Council on the results of the Gallup Arizona Poll on how citizens view life in their communities and what they desire for the future. He expressed his appreciation to those who participated, and noted that 63 MAG members have taken the poll. Dr. Coor noted that *The Arizona We Want* report and the results from the poll were at each place. He stated that the objective of the project is to create a citizens' agenda with clear, measurable goals. Dr. Coor stated that the Gallup organization was chosen to conduct the poll because it had previously conducted the World poll and the Knight poll, and has experience in polling aspirations.

Dr. Coor stated that Gallup conducted this poll from mid-November to January and 3,600 people responded statewide. He stated that 831 were invited to answer questions on specific policy issues on the web. Dr. Coor stated that, because Arizona is a state of newcomers who have attachments elsewhere, they were surprised that respondents' passion for community was one of the highest in the nation. He stated that there was agreement throughout the state on major policy issues; that open spaces are seen as one of Arizona's greatest assets; residents want good jobs; residents are not happy with their elected leaders; and Arizona is not a great place for young college graduates.

Dr. Coor stated that the quality Gallup calls "Attachment" (a sense of connection to place), was determined by responses to five questions. He said that 55 percent of the MAG respondents strongly agreed with the statement, "Their city or area is the perfect place for people like me." Dr. Coor stated that based on the combined responses to all five questions that measure attachment, 36 percent of Arizonans indicated they were loyal to where they live, while the average from the 26 cities studied in

the Knight poll was 25 percent. Dr. Coor stated that this loyalty was higher in the urban areas of Phoenix and Tucson (37 percent) than in the communities outside the urban core (33 percent). Dr. Coor stated that the respondents were divided demographically for the poll by gender, age, education, income, and ethnicity.

Dr. Coor stated that respondents were asked to rate 14 quality of life features. He said that the beauty or physical setting, the availability of outdoor parks, playgrounds and trails, and a good place to raise children were ranked as very good by a high percentage of respondents, while the availability of jobs the leadership of elected officials, and how much people in the community care about each other ranked low.

Dr. Coor explained that there are 11 drivers of attachment: social offerings, aesthetics and natural environment, openness of the community, basic services, K-12 education, leadership, higher education, economy, safety, social capital, and involvement. He pointed out the Arizona Opportunity map to use as a tool. Dr. Coor stated that the idea is to move the drivers to the upper right quadrant of the map.

Dr. Coor stated that they asked questions on five policy areas: education, health care, job creation, infrastructure, and energy. He pointed out the response in the MAG region on the education policy favored educating students to national and international standards, but offering extra resources for low performing schools was ranked low.

Dr. Coor stated that when asked which policy would be the best use of your tax dollars to make healthcare more available and affordable, respondents agreed with offering health care discounts for a healthy lifestyle and making available health insurance to all Arizonans.

Dr. Coor stated that when asked which policy would be the best use of your tax dollars to increase the number of good paying jobs, respondents favored creating a public transportation system that gets workers to where the jobs are and that encourages employers to create jobs closer to where workers live. He said that the respondents also supported creating a regulatory environment to encourage businesses to locate here.

Dr. Coor stated that when asked which policy would be the best use of your tax dollars to build the infrastructure that Arizona needs for the future, respondents favored adopting a water management plan that protects water supplies for the state and creating mass transit opportunities that connect communities throughout the urban regions of the state.

Dr. Coor said that when asked which policy would be the best use of your tax dollars to help Arizona become more energy independent, investing in the technology and facilities needed for solar energy, wind energy, and other renewable energy sources received the highest support from both the MAG and state respondents.

Dr. Coor said that when asked which goal would you support through an increase in your taxes, respondents indicated they favored building the infrastructure that Arizona needs for the future. He said that increasing the number of good-paying jobs was second and helping Arizona become more energy efficient was third.

Dr. Coor advised that the citizens' recommendations were included in the report. He said that eight goals and five issues were derived from the report. Dr. Coor stated that the top goal was to create quality jobs for all Arizonans and the second goal was to prepare Arizonans of all ages for the 21st century workforce.

Dr. Coor stated that people said that the five most important things in creating quality jobs are: Investing in technology and facilities to grow renewable energy; offering tax incentives for energy efficiency; lowering business taxes to attract and grow business; providing a business-friendly regulatory environment; and investing in research that creates new companies and jobs.

Dr. Coor stated that the respondents indicated the most important actions for preparing Arizonans for the 21st century include ensuring that students are "career-college" ready; creating more job training programs for people of all ages; and educating Arizona students to national/international standards.

Dr. Coor stated that the Center is creating scorecards that will measure annually Arizona's performance on a strategic set of indicators relevant to each citizen goal. He noted there are five underlying issues that require resolution: 1) Arizona needs fully prepared leadership and governance structures appropriate to the 21st century. 2) Arizona needs an investment strategy. 3) Arizona needs a clear and sustained commitment to global competitiveness. 4) A constructive solution to illegal immigration must be found and implemented. 5) Arizona needs a balanced and stable tax system.

Dr. Coor displayed a comparison where citizens rated the leadership and the qualities of elected officials.

Dr. Coor stated that they will be taking the report across the state and will work with organizations and coalitions to identify ways to accomplish the goals. He offered that each community could receive a participant code so that individual communities could participate in the poll and the Center would produce an individual report as it had done for MAG. Dr. Coor noted that 20 organizations so far have done this, including the Nature Conservancy who is providing it to their Board and 26,000 members. Dr. Coor stated that the Center is committed to the goals from the poll being built into the 2010 election and they will seek the counsel of the Regional Council on tracking the questionnaires that will be developed.

Chair Neely thanked Dr. Coor for his report. She expressed her interest because MAG works to address the issues the Center is researching. Chair Neely stated that it was not surprising that the public opinion of elected officials is so low, and she liked the report because she could look at it and see how the environment could be changed. She expressed her appreciation to Dr. Coor for the work the Center has undertaken and encouraged that it be utilized. Chair Neely commented that the optimistic feelings expressed by the MAG participants took her by surprise.

## 12. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting will be requested.

Chair Neely requested that the findings from the Gallup Arizona Poll be incorporated into MAG committee work. She remarked that commuter rail and high speed rail have a huge amount of support and perhaps some of the findings could be incorporated back to the committees.

13. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Treasurer Pamela Mott invited everyone to attend the 39th Annual Fiesta Bowl Parade at 11:00 a.m. on January 2, 2010, sponsored by the Fort McDowell Yavapai Nation. Treasurer Mott stated that Fort McDowell receives no benefit for sponsoring the parade; it is something they want to do to give back to the community for the support they have received in the past year. She advised that additional details are posted on the Fort McDowell website.

Chair Neely expressed her appreciation to Fort McDowell for supporting the parade and commented that it was a great benefit that everyone looks forward to each year.

14. Adjournment

There being no further business, Mayor Schwan moved to adjourn, Mayor Smith seconded, and the meeting adjourned at 6:50 p.m.

---

Chair

---

Secretary